

Discussion Papers



Traffic Safety Initiatives

Honourable Russell G. Fraser
Solicitor General
Ministry of Solicitor General

PROVINCE OF BRITISH COLUMBIA

MESSAGE FROM THE MINISTER

As the Solicitor General and Minister responsible for public safety, I recognize that matters related to traffic safety are of critical importance to the residents of this Province. At stake are the lives and safety of our families and friends. A highway death occurs every 14 hours in our Province. Countless are maimed for life. The annual cost of claims incurred in this Province is in the order of 1.1 billion dollars.

We must receive public input in order to develop workable initiatives in our efforts to curb the carnage.

I am pleased to bring forward the two reports contained within this document. They are as follows:

- Report of the Traffic Safety Directorate*
- Motor Vehicle Branch Early Intervention Programs*
 - Simplified Traffic Offender Program (STOP)*
 - Short Term Accident Review (STAR); and*
 - Habitual Offenders Prevention and Enforcement Program*

The purpose of my bringing this information to the public is to seek your review and input. I sincerely hope that all interested individuals, groups and agencies will respond to these thought provoking proposals.

It is my intention to personally consider all responses received. I emphasize that no decisions have been made with respect to the suggestions and recommendations in the reports. I firmly believe in the public review process and subscribe to the basic premise that the public must express their views as to the level of external controls they wish exercised on their activities.

As part of the consultative process, a number of these proposals were presented to Government and private sector organizations involved in traffic safety at a Symposium on Driver Improvement in June of this year. Their views have proved valuable in the further development of these proposals.

I wish to express my thanks to those in the Ministry who authored these reports. I also wish to recognize the significant contribution that members of the public have already made with respect to these reports, particularly the input received as the Traffic Safety Directorate recently toured the Province.

I look forward to hearing from you by September 30, 1990. I am committed to leaving no stone unturned in our search for fair and effective control over our streets and highways. With your help, progress has already been made. With your continued help, more will be made.

Honourable Russell G. Fraser

Solicitor General

The purpose of this index is to provide the reader with a short background to each of the papers contained within this booklet.

TRAFFIC SAFETY DIRECTORATE

This is, by far, the most extensive report contained within this document. The report was prepared after the Directorate completed a province-wide public forum in 1989.

A model for traffic safety comprising of 5 main components is proposed.

MOTOR VEHICLE BRANCH - Early Intervention Programs for Drivers

"S.T.O.P.": Simplified Traffic Offender Program

- The S.T.O.P. program is designed to clarify the role of the Superintendent as it pertains to monitoring the driving records of individuals who have accumulated traffic offenses.
- The discretionary powers delegated to the Superintendent are now documented, along with appeal procedures.

"S.T.A.R.": Short Term Accident Review

- The S.T.A.R. program's goals are to attempt to minimize the probability of future accident involvement by drivers involved in two or more reportable accidents within two years.
- An identification of possible deficiencies in training, examinations and driver ability is also contained within the report.

"H.O.P.E.": Habitual Offenders Prevention & Enforcement Program

- The H.O.P.E. program is aimed at preventing the reoccurrence of serious offenses and identification of drivers who are known to be a hazard. The need to impose consistent sanctions and to develop treatment programs for substance abusers is also suggested.

**The Honourable Russell G. Fraser
Solicitor General
Province of British Columbia**

Sir:

It is my pleasure to submit the first report of the Traffic Safety Directorate.

This document should serve as a blueprint for a comprehensive traffic safety program for the future.

**Keith V. Godfrey, P.Eng.
Chairman
Traffic Safety Directorate**



**Traffic Safety
Directorate**

Ministry of Solicitor General

Traffic Safety Directorate Report

**Prepared by
K.V. Godfrey, P. Eng.
Chairman**

and

**Virginia Spring
Co-ordinator**

EXECUTIVE SUMMARY

The Traffic Safety Directorate was established in June 1989.

The Directorate was created to provide guidance in research, evaluations, program and policy development and public information in the traffic safety area.

The report was prepared after receiving public submissions at meetings held in twelve communities throughout the province during August and September of 1989.

The report proposes a model for traffic safety in the province based on five components:

Exposure Control
Crash Prevention
Behaviour Modification
Injury Control
Post-Injury Management

Some of the recommendations contained within the report have already been enacted. They are:

- a) radar camera introduced;
- b) private vehicle inspection in place;
- c) 12-month driving prohibitions in effect; and
- d) traffic fines now in place for all moving violations

The public is invited to provide continuous input into the program through the Traffic Safety Directorate of the Citizen's Traffic Safety Advisory Committee.

INTRODUCTION 1

The Traffic Safety Directorate was formed as an initiative of the Solicitor General in June 1989. The mission of the Directorate was:

- To raise the level of awareness of traffic safety issues amongst the general public.
- To provide for an improved means of communications between the public and government on traffic safety issues.
- To provide a forum for the open debate of traffic safety problems and proposed or possible countermeasures.
- To co-ordinate existing programs and agencies to ensure optimum utilization of resources.
- To stimulate and encourage the development and implementation of new traffic safety initiatives.

The Directorate was not an attempt to establish a new level of bureaucracy in the provincial government. Staff for fiscal 1989/90 were two, including the Chairman.

The Directorate functions through two advisory committees (see attached organization chart), and ad hoc working groups as required.

Input from the participation of the people of British Columbia is considered vital to a successful attack on the traffic crash problem.

Meetings to accept submissions from the public of British Columbia were held August 1st through to September 10th, 1989, at the following locations:

Vancouver	New Westminster	Victoria
Nanaimo	Cranbrook	Nelson
Kelowna	Kamloops	Prince George
Prince Rupert	North Vancouver	Whistler

Traffic Safety Initiatives can be considered as falling into one of two mutually exclusive categories--mobility enhancing or mobility reducing.

An example of a mobility enhancing measure would be the construction of a motorway which, if done properly, should reduce the number of fatalities while, at the same time, increasing the traffic count. Stop signs and lower speed limits are mobility reducing measures. This class of initiatives operates by reducing the numerator of accident rate calculations.

Mobility enhancing initiatives tend to be capital cost intensive with benefits spread out over a long time period. Mobility reducing measures tend to carry a relatively low capital cost, but a significant running cost in educating the public and enforcing the standards.

Because of their low startup costs, mobility reducing measures are very attractive to government as they reduce the demand for scarce resources. However, their attractiveness should be considered in perspective--there must be wide public support and acceptance of the initiatives and the impact on their use of the road system and it must be accepted that resources will have to be made available to run the initiatives.

As a specific example, there is widespread support for raising the requirements to obtain a driver's licence. Although this is relatively easy to do, it will be necessary to hire for better and more examiners. Again, if drivers are to be retested for renewal of a licence, there will be a demand for more examiners and more support staff. Modern technology may well reduce the manpower requirements but will, itself, demand resource allocation.

Some measures do not require any resource allocation by government but will pass on a cost to the driver. Examples of this type of initiative include daytime running lights and a ban on the use of radar detectors.

A STRATEGIC MODEL FOR TRAFFIC SAFETY IN BRITISH COLUMBIA 3

The model has five components:

Exposure Control
Crash Prevention
Behaviour Modification
Injury Control
Post-Injury Management

1. Exposure Control

The initiatives under exposure control range all the way from macro issues in planning transportation systems to micro considerations addressing specific crash types. Examples of exposure control include the following:

- Alternatives to road transportation
(e.g. Skytrain/ferries)
- Mass road transit
- Vehicle Restrictions:
 - control of vehicle sales
 - tax policy
- Roadway Restrictions
 - toll roads
 - park and ride
 - pedestrian malls
 - restricted entry
- User Restrictions
 - driving age
 - drinking age
 - graduated/probationary licenses
 - test standards
 - retest of drivers
 - fuel tax
 - licence fees
 - insurance responses
 - sales tax

2. Crash Prevention

- Road Engineering
 - divided highways
 - roadside obstacles
 - roadway edge lining
 - roadside delineators
 - overtaking lanes
 - high quality signing
 - speed control devices
 - traffic-type separators
 - automated vehicle/roadway systems
- Vehicle Engineering:
 - vehicle condition
(brake, steering, lights)
 - anti-locking brakes
 - mirrors and windows
 - vehicle conspicuity
(daytime-running lights)

3. Behaviour Modification

- Public Education:
 - pedestrians
 - bicyclists
 - vehicle operators
- Operator Licencing:
 - driver licence
 - driver education
 - remedial training
- Enforcement:
 - fines/points
 - policy
 - technological developments
(ALERTS/Radar Camera)

4. Injury Control

- Restraint Devices:
 - air bags
 - automatic belts
 - operator use
- Motorcycle /Bicycle Helmet Use
- Road Environment:
 - crash barriers
 - ditch contouring
 - guard rails
 - roadside obstacles

5. Post-Injury Management:

- Training for On-Scene:
 - the lay public
 - emergency personnel
 - public utility works and tow truck drivers
 - emergency medical personnel
 - communications
 - transportation
- Trauma Management
 - emergency room
 - shock trauma centers
 - rehabilitation

With this framework in mind, the issues raised at the public meetings, held by the Directorate, can be addressed:

The most common issues were:

- Inadequate driver licencing standards
- Inadequate driver training
- Inadequate control of post-licence behaviour
- Inadequate enforcement
- Inappropriate sanctions
- Vehicle condition
- Impaired driving

To address the outlined issues, the Directorate is recommending the following actions:

A. Exposure Control

1) Mini-transit: the car pool option.

Widespread car pooling can provide significant benefits to our traffic safety picture as the "one person vehicle" is a major component in the overall problem. The Directorate recommends the formation of regional "Car Pool Commissions" in major urban regions, with the mandate of encouraging and assisting employers to set up car pools amongst their employees. Effective car pools require co-ordination of workday times and could work effectively when set up by employers. Employer-based car pools also overcome much of the public reluctance to travel with strangers. Such "commissions" could be operated as subsidiaries of B.C. Transit who could provide the administrative and promotional mechanisms required. Consistent media exposure of car pool benefits and mechanisms would provide a means of generating and maintaining participation. Employer co-operation and participation is the key factor in such a system.

2. Consideration should be given to establishing a traffic safety fuel surcharge. This would be placed in a separate vote (similar to the TRY vote) and used to pay for all traffic safety related activities in the province; two cents per litre would raise about \$80 million per year and would cover all traffic policing costs.

B. Crash Prevention

1) Extend the hours of use of headlights to one hour before sunset and one hour after sunrise. This should be coupled with an education program to encourage daytime-running light use. To avoid the problem of lamp burnout, owners would be encouraged to install automatic intensity reducers, (available at a cost of under \$50.00). Ultimately, daytime-running lights could be required for all vehicles.

2) Change the law to allow vehicles to travel on the shoulder where posted, and in collaboration with the Ministry of Transportation and Highways, initiate a review of locations where it is safe and appropriate to allow the practice. The objective is to reduce

frustration caused by slow-moving traffic. It would be a significantly cheaper solution than more passing lanes.

- 3) Request the Ministry of Transportation and Highways to review the use of double, solid lines on hills. In many locations, downhill traffic is being trapped behind slow-moving, downhill traffic causing frustration and illegal passing maneuvers.
- 4) Require vehicles, over five-years-old, to be sold with a Certificate of Worthiness. Most dealers sell used vehicles with a warranty. The intention would be to control private sales and sales on assignment or through agents that sell "as is, where is". B.C.A.A.'s vehicle inspection program might be a suitable model.

C. Behaviour Modification

- 1) Immediate purchase and distribution of ALERTS (roadside, breathalyzer devices) throughout the Province. These devices will provide an officer with the means of objectively determining the level of impairment. They have been in use for some time and are reliable and accurate. Although the possibility exists that the units may increase the load of impaired drivers in the system, it is more likely that police officers will use them to enforce the 24 hour driving prohibition. If coupled with an effective lifestyle intervention program--such as that currently being tested by alcohol and drug programs--these units can be expected to offer a major breakthrough in the impaired driving problem. To equip RCMP "E" Division would cost \$500,000. Annual operating costs. (disposable mouthpiece), would be \$261,000, assuming 10,000 tests were given.
- 2) Design and distribution of an effective poster on impairment versus alcohol consumption. This poster would be distributed to all drinking establishments to be placed in washrooms and other suitable locations. (Vermont model)
- 3) Immediate purchase/lease of a limited number (1?) of radar cameras. These would be used to further develop the associated systems, (e.g. computerized tickets). An assessment project is currently underway in a number of locations throughout the province.

Since one or more of these may result in a court challenge under a charter argument, preparation should be made to argue the need and support for the use of such devices. Preparation should include the Criminal Justice Branch, of the Ministry of Attorney General, to call in experts to give evidence, (e.g. Mr. Keith Godfrey, Chairman, *Traffic Safety Directorate*; Dr. Herb Simpson, *Traffic Injury Research Manager, I.C.B.C. Traffic Safety Research*; and Dr. Bill Mercer of the *CounterAttack Program*). It is extremely important that these units be used only under the direction of the Traffic Safety Directorate so that we can avoid any backlash against their use. The use should be seen strictly as a traffic safety initiative, not an automated way to collect more fines. They should be restricted to areas with known conventional enforcement is difficult and/or dangerous. Consideration might be given to privatizing the units use. The Ministry has received one such proposal. The Whistler Highway offers a very suitable site.

Estimate costs for one unit with two operators are:

• Capital Cost	\$ 250,000
• Annual Operating Cost	500,000
• Annual Income	1,400,000

4) Appoint a Community Driver Improvement Review Panel. This proposal is based on the concept of early intervention with drivers who are responsible for accidents or have been convicted of two or more traffic violations. Members of the community who are concerned with Traffic Safety would counsel and assist the driver in improving his performance on the road.

Any recommendations made by the panel would be considered by the Superintendent in a review of the driver's record.

- 5) Make greater use of the Coroner's Inquest to raise the level of local awareness of fatal accidents and their causes. Use of experts to explain accident causes is central to this concept. The possibility of appointing a special coroner for high-profile cases could be considered.
- 6) Move toward a graduated licence system. Although the concept is well known, details of the procedure remain to be worked out.
- 7) Require zero blood/alcohol content levels for the first three years of licencing and for two years following conviction on an impaired driving charge.
- 8) Ban radar detectors. The use of radar detectors is seen by the general public as the privileged avoiding the consequences of their behaviour. It has been pointed out that there is no value in radar detectors unless the driver intends to speed. A penalty equivalent to speeding would be imposed.
- 9) A Motor Vehicle Branch initiative is to startup an immediate review of the fine and points system to correct imbalances. Particular attention should be given to moving violations that have a high traffic safety component.
- 10) Plan "Hard to Read/Hard to Change" Symposium in the fall of 1990. A proposal for this has been received from the Traffic Injury Research Foundation. It is a natural follow-up to the Driver Improvement Task Force held in Victoria in June, 1990.
- 11) Consideration should be given to granting a "gold" drivers licence . Such a licence would only be granted to a driver with no violation or at-fault accidents for a period of at least two years. Although there are administrative difficulties, (e.g. how would gold licenses be cancelled), it would emphasize and reward good driving practices. It could be tied to the driver taking an approved, advanced driving course, (e.g. B.C. Safety Councils's Hazard Avoidance Training). Another condition could be a signed agreement to a zero BAC.

12) Develop a pilot TV program based on the Lexington technique of locally oriented television. In this concept, local traffic situations are videotaped and comments made by a panel with a moderator. Good driving techniques, as well as driving errors, can be identified and discussed. It is possible that the pilot could be developed in conjunction with the Knowledge Network. Alternatively, the commercial stations may wish to co-operate. To allow proper development of the technique, a budget of \$100,000 should be allotted.

13) Develop an interactive video pre-test training program for 14 to 16 year olds. Although there are several videos available, none take advantage of interactive technology which has proven to be a very effective and economic way of teaching. Development costs are quite high because of the complex programming required, but once in place, running costs are low.

A two-phase program is planned. Phase one would present driving situations in a real time, interactive mode. A knowledge test and a hazard test would be included. Costs for developing this phase are estimated to be \$250,000.

Phase two would deal with lifestyle responsibilities as they relate to driving. Focus would be on alcohol and other drugs. Cost for phase two is estimated to be \$100,000.

In addition, a suitable video needs to be shot for both phases at an estimated cost of \$100,000. If the video disk from International Test Corp. Machines is made available, some of this cost will be saved. Equipment cost is estimated to be \$35,000 for two units (Sony View II).

14) Initiate improved sanction programs for drivers who have accumulated excessive numbers of points and multiple accidents. The Motor Vehicle Branch STAR, STOP and HOPE Programs are excellent models to be implemented.

D. Post-Injury Management

1) Institute immediate discussions with the appropriate municipal authorities to ensure helicopter access to trauma centres.



Ministry of Solicitor General
Traffic Safety Directorate

Traffic Safety Directorate Organization

Solicitor General

Deputy Solicitor General

Directorate

Interministerial Traffic
Safety Committee

Citizens Traffic Safety
Advisory Committee

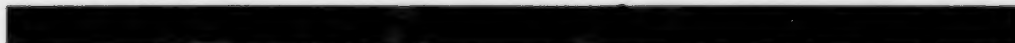
Legislation &
Enforcement
Working Group

Research &
Evaluation
Working Group

Representatives From
Traffic Safety Organizations
& Citizens

S.T.O.P.
(Simplified Traffic Offender Program)

Prepared by
Ministry of Solicitor General
Motor Vehicle Branch



BACKGROUND

For more than 25 years, the Superintendent of Motor Vehicles has exercised post-licensing control by monitoring the driving records of individuals who accumulate traffic offenses.

The ultimate objectives are: to improve the attitudes and driving performances of drivers who, because of traffic violations, are known to constitute a hazard on our highways; and to instill in those drivers the will to better their driving practices.

Motor Vehicle Act violations are maintained for a period of five years and Criminal Code convictions for an indefinite period of time.

The current penalty point system has been used to identify drivers in need of improvement. Points place a numerical value on various traffic violations based on their considered severity as a contributing factor against safe vehicle operation. When the driver's record point total reaches a certain level in a certain time period, the record is reviewed to determine an appropriate driver improvement action. The use of warning letters, probations and prohibition have proven to be effective and cost efficient in changing the driving performance of traffic offenders. (Authority, Section 86 of Motor Vehicle Act)

For purposes of determining unsatisfactory driving records, the Superintendent reviews:

- 2 and 3 year records for experienced drivers
- the short-term licence record for novice drivers (1.5 to 2.5 years)

The point levels, (*determined on the date the offence is recorded on the driver's record*), currently used to initiate action are:

	<u>Novice Drivers</u>	<u>Experienced Drivers</u>
Warning Letter	2 to 3 points (1.5 to 2.5 years)	9 to 14 points (2 years)
Probation	4 to 6 points (1.5 to 2.5 years)	15 to 19 points (3 years)
Possible Prohibition	7 or more points (1.5 to 2.5 years)	20 or more points (3 years)

Factors considered during the first review of a record to determine appropriate action include:

- number and type of violation
- time lapse between violations
- previous action taken by the Superintendent
- driving experience

Drivers who are notified of a driving prohibition may make a written or personal submission to the Superintendent to show cause why the prohibition should be reviewed and possibly reduced.

When making a final decision, the Superintendent considers:

- the driving record
- driver's attitude
- financial and personal hardships
- class of licence and vehicle use
- previous action by the Courts or Superintendent
- employers submission
- police reports
- medical reports

The Superintendent does not have the authority to issue a licence for work purposes.

The driver may appeal the final decision to a County Court.

Statistics show the number of offenders decrease with each action.

SHORTCOMINGS OF CURRENT SYSTEM

- Review period
- Delays in receiving offenses
- No immediate sanction
- No action
- Driver not aware
- Lenient philosophy

GOALS

- Increase driver awareness of the consequences of violating traffic rules and regulations
- Reduce violations committed by novice drivers (Phase I)
- Identify the most effective approach to driver improvement given constraints of money and personnel available
- Involve members of the community to evaluate driving records
- Acknowledge excellent driving performance for non-offenders

SYSTEM PRINCIPLES

Increasing Severity: The severity of driver improvement action corresponds to the seriousness of the offender's record. According to this principle, the action demanded of the offender becomes more punitive and the resources demanded of the system increase as the number and severity of offenses increases.

Increasing severity:

- allows early intervention with inexpensive actions and reduces the number of offenders subject to more intensive action;
- reserves the more intensive and expensive actions for the treatment of frequent offenders; and
- enhances public acceptance through gradual rather than sudden introduction of sanctions such as driving prohibitions.

Simplicity: A highly complex system is avoided. A simple system has the advantages of being more readily understood by drivers, and easier and less costly to administer.

Continuity of Action: Once the traffic offender enters the system, each additional violation results in an action that is determined by the driver's current status in the system.

Continuity of action:

- eliminates the need for a highly complex system to determine what action should be taken
- assures that every violation is acknowledged by some action
- avoids any chance of applying the same action to an offender when it failed to work the first time.

Gradual Exit: Offenders work their way out of the system gradually. Those offenders who are violation-free for a period of time should not leave the system abruptly. Rather they should enter a period in which another violation neither subjects them to more severe action nor ignores them as it would a non-offender.

Gradual exit:

- Recognizes that frequent offenders are not a menace one day and simply ordinary drivers the next;
- Rewards offenders who go violation-free for a period of time without completely "letting them off the hook"; and
- Allows action to be re-imposed more quickly than would be possible if the driver had left the system.

Entry Criteria: Drivers enter the system at any level depending on the number of points assessed for the first convictions(s). (*Includes previous record prior to licence*)

The entry criteria at the following levels in the proposed system are:

	<u>Novice Drivers</u>	<u>Experienced Drivers</u>
Warning:	2 to 3 points	6 to 9 points
Assessment Review:	4 to 6 points	10 to 14 points
Prohibition:	7 or more points	15 or more points

Progression Criteria: Once in the system, drivers progress from one level to the next when they commit any violation with points within one year following the action (i.e. warning letter date, assessment interview date and termination of the prohibition).

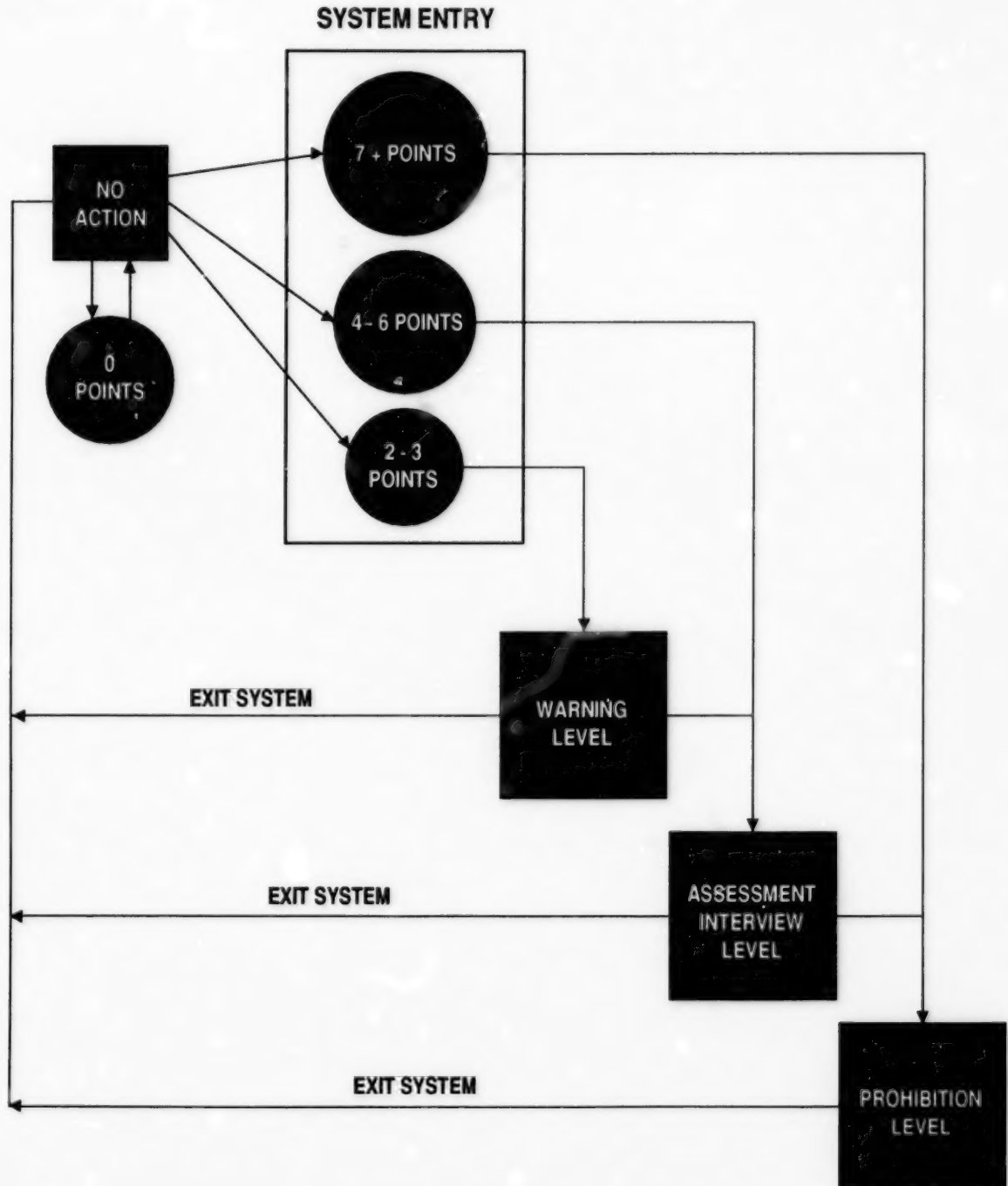
One year is chosen because it seems logical to interpret a violation occurring within that period as evidence that the previous action has not been effective and that a more severe action is warranted. On the other hand, if a driver manages to go a year without another violation, there is reason to view the driver improvement action as potentially successful. The proposed one-year period (*called the "active phase"*) has shown that whatever effects countermeasures have will occur in the first year.

Continuation Criteria: The principle of gradual exit from the system calls for a one-year interim phase between the time that drivers at any level are liable for more severe action and the time when they are out of the system completely and subject to no action at all. A violation during the interim phase does not result in action at the next level but rather returns the driver to a one-year active phase and subjects him/her to the corresponding action. One more violation within a year will move him to the next level.

Exit Criteria: Under the proposed system, drivers who operate for two years without a violation with points are viewed as no longer representing a "problem" and, therefore, are not longer eligible for actions within the system.

"STOP"

PHASE 1 (NOVICE DRIVERS)



Level 1 - Warning: Offenders at this lowest level are sent a warning letter notifying them that their records have generated official concern about the driving. The warning letter is intended to discourage unsafe driving and motivate drivers to drive safely. Specifically, the warning letter:

- informs drivers of the need to improve their driving;
- provides them with information that should make them concerned about their unsafe practices; and
- explains what will happen if they do not improve.

Giving "fair warning" that subsequent violations will make them eligible for more severe action establishes the drivers' tacit agreement to accept the administratively-applied consequences of future record entries.

Level II - Assessment: Offenders at this level will be required to attend an interview with a Community Driver Improvement Review Panel. The interview is designed to specifically:

- identify and interpret attitudes and factors that might account for violations;
- recommend appropriate courses of action to enable them to solve their problems;
- motivate them to drive more safely; and
- explain what will happen if they do not improve.

If a review panel is not available, the driver will be placed on probation for one year. If the driver fails to comply with the request to attend, driving prohibition will result.

Level III - Prohibition: At this level, the offender is prohibited from driving. Through prohibition, the Superintendent of Motor Vehicles has the authority to remove high-risk drivers from the highways. At a minimum, it induces offenders to drive less frequently and more cautiously. The prohibition serves as the "teeth" of the entire system. The threat of a driving prohibition contributes to the effectiveness of all lower levels of action. The first "taste" of prohibition may be short term if justified by the driver's record and circumstances. Any additional convictions expose the offender to more lengthy prohibitions.

S.T.A.R.
(Short Term Accident Review)

Prepared by
Ministry of Solicitor General
Motor Vehicle Branch

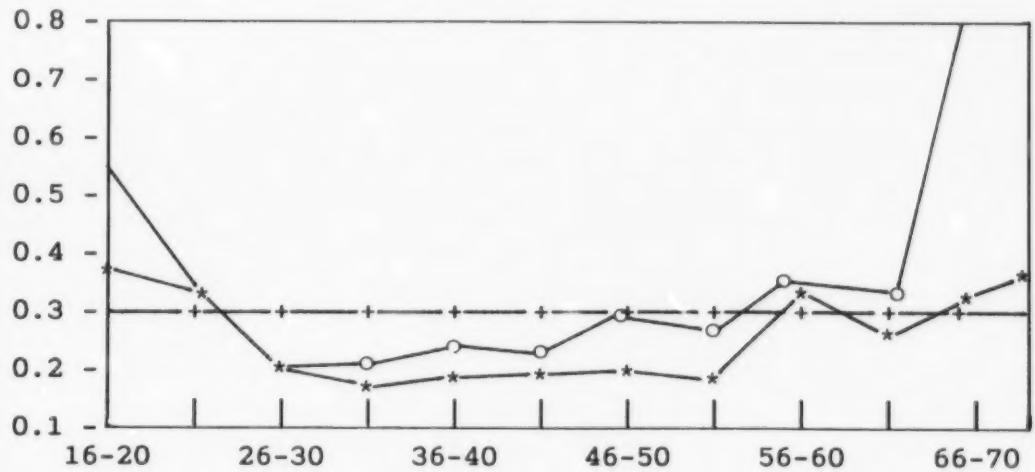
TARGET GROUPS

Drivers involved in two or more reportable accidents within two years.

Phase I
Novice Driver
Seniors

Phase Phase II
All Drivers

Weighted Accidents (All traffic accidents per kilometre driven)



Age, 5-year Groups

Male Drivers * Female Drivers o Overall Average +

OVERVIEW

Phase I focuses on novice drivers and seniors as they are the two high risk groups that are over-represented in accident statistics when considering the number of kilometers driven.

Since the 1970's, there has been a marked increase in the number of senior drivers. As the baby boom generation reaches retirement, there will be a dramatic increase in older drivers and subsequent accidents if the current trends continue.

Conducting interviews with these high-risk drivers will provide the opportunity:

- to discuss the events of accidents from a driver's point of view;
- for a driver to discover how driving errors could relate to accidents; and
- to assess a driver's attitude toward safe driving.

If the driver is a minor, the parent should be requested to be present at the interview and participate in the discussion. This will encourage parental involvement and awareness of the program's goals. It may re-enforce parental control and the minor's driving.

The re-examination will determine any deficiencies in vision, physical condition, knowledge and driving skills.

Results of the interview and re-examination with recommendations will be reviewed by the Superintendent and appropriate action taken.

GOALS

- Minimize the probability of future accident involvement
- Identify possible deficiencies in:
 - training
 - examinations
 - driver's knowledge, fitness and ability

OBJECTIVES

Interview:

Discuss the circumstances of the accidents with the driver to determine:

- the driver's awareness of preventability in future, similar circumstances; and
- the driver's attitude toward safe driving.

Re-Examination:

Re-assess the driver to determine any deficiency in:

- vision
- physical condition
- knowledge
- operating skills

AIM OF THE REVIEW

- Alternative to punitive action
- Parental Involvement (Novice Driver)
- Obtain Information
- Explain
- Counsel
- Change attitudes
- Provide alternatives

RESULTS OF THE REVIEW

- No further action
- Defensive Driving Course
- Professional driver training
- Impose restrictions on licence (graduated de-licencing)
- Request a medical examination
- Cancel licence to protect public

PROGRAM DELIVERY

- Assessment: Interview and Re-examination
- Motor Vehicle Branch: Driver Examiners
- Private Sector:
 - Driver Training Schools
 - Safety Councils
 - Community Driver Improvement Review Panel

H.O.P.E.
(Habitual Offenders Prevention
and Enforcement Program)

Prepared by
Ministry of Solicitor General
Motor Vehicle Branch

BACKGROUND

On April 1, 1989, mandatory prohibitions (Sec. 92, Motor Vehicle Act) for motor vehicle related Criminal Code convictions increased from 6 to 12 months.

The Superintendent reviews the offender's previous record and will impose an additional prohibition (Sec. 86, Motor Vehicle Act) if the record is unsatisfactory.

Further sanctions, such as treatment and re-education requirements, are being considered.

TARGET GROUPS

Habitual offenders of motor vehicle related Criminal Code convictions.

GOALS

- Prevent the re-occurrence of serious offenses
- Identify drivers who are known to be a hazard on our highways
- Impose consistent sanctions based on past performance
- Identify the need for assessment, education and treatment programs for substance abusers

CURRENT AND PROPOSED SANCTIONS

After completion of the 12-month, mandatory prohibition, the driver may appeal to the Superintendent for a reduction of the extended prohibition.

The circumstances considered in the review are:

- the driving record
- financial and personal hardships
- employment needs
- class of licence
- previous action by the Superintendent
- driver's attitude
- medical conditions and sobriety (if alcohol-related offenses)

There is a need to identify those drivers with substance abuse problems prior to reinstatement of their driving privilege.

Substance Abuse Assessments

A pilot project will be set up to provide an assessment referral and treatment program for drivers who are suspected substance abusers,. The assessment will be conducted by physicians specifically trained in the diagnosis of substance abuse and the results reported to the Superintendent. Target groups are drivers convicted of alcohol related Criminal Code offenses and, possibly drivers who have received 24-hour prohibitions from the police (suspected alcohol impairment).

Drivers assessed as having a substance abuse problem will be referred for further education and/or treatment.

Education and Treatment Options

This research project should identify the need for special education and treatment programs for substance abusers. Costs for these programs should be borne by the user.